

Questions or Comments?

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project website at www.AldenRoad.info



This is the third issue of the Alden Road Almanac. This newsletter is to inform you about recent developments in the Alden Road Improvement Project and what to expect in the upcoming months.

January Public Hearing



A public hearing was held in January 2011 to present the latest design by the County for Alden Road. Ninety-eight people attended this hearing with a total of sixty-one written and/or recorded comments received by the County. The majority of these comments focused on these four issues:

- Reduction of proposed right-of-way acquisition
- Preservation of trees
- Reducing the 8 ft. proposed shoulder
- Inquiries of the compensation process if land acquisition is required

It is the County's goal to best accommodate the comments of the public while maintaining the standards and safety of the roadway design. Since the hearing, the County has developed a conceptual plan to address the comments concerning right-of-way acquisition and tree preservation. This plan would noticeably reduce the amount of right-of-way needed and still maintain a safe roadway. This plan is described later in this newsletter

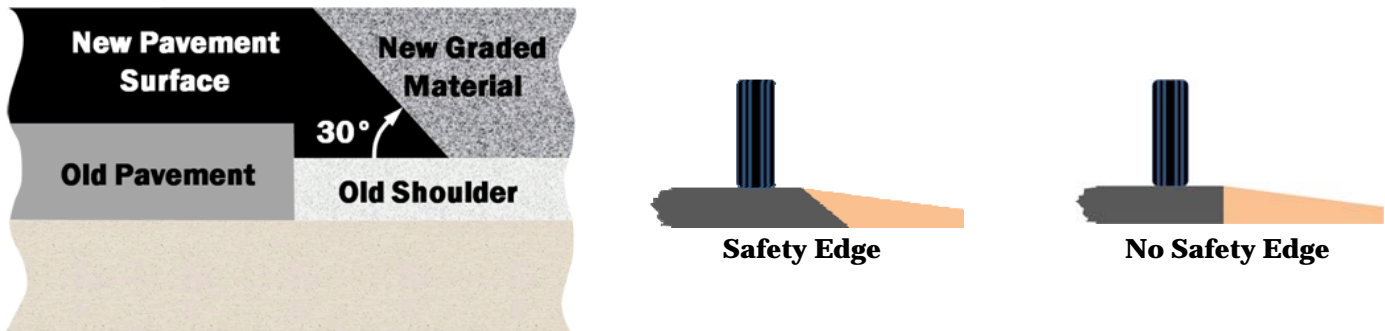
The 8 foot proposed shoulder along Alden Road is an IDOT standard and a safety measure; therefore it has remained as a part of the design in the new concept.

Compensation for land acquired will not take place until Phase II of the project, should land acquisition be required. For more answers regarding the land acquisition process and compensation, please refer to the following pamphlets located on McHenry County DOT's website at www.McHenryCountyDOT.org or you may request a hard copy at any time.

- "A Land Owner's Guide to Land Acquisition"
- "Highway Improvements & Property Rights"

Safety Edge

The County received several comments requesting the use of a new construction method called *Safety Edge*. The safety edge is a simple tool developed by the Federal Highway Administration (FHWA) that helps vehicles that have left the pavement to return to the pavement easier and safer. To accomplish this, the typical vertical pavement edge left when pavement is laid is replaced by a 30% sloped edge.



When a vehicle leaves the pavement and tries to return, the tires frequently get stuck against the vertical edge causing the driver to over steer. Once the vehicle returns to the pavement, the tires are often turned too sharply and the vehicle either rolls or travels into the oncoming lane. States that have implemented the use of the safety edge have shown over a 5% reduction in overall crashes. The safety edge has also shown to extend the life of the pavement. The safety edge is not used as a replacement for a shoulder, rather a safety supplement.



Typical Vertical Pavement Edge



New Safety Edge

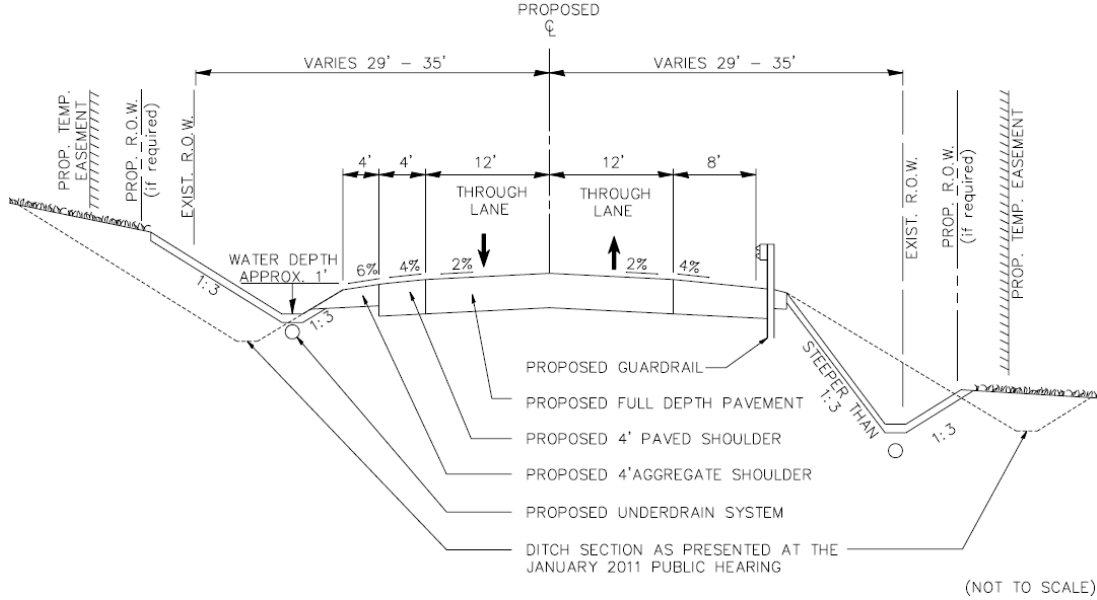
Methods to Reduce Right-of-Way Impacts

After reviewing the comments received at the public hearing, the County has developed methods to further reduce the right-of-way acquisition along Alden Road.

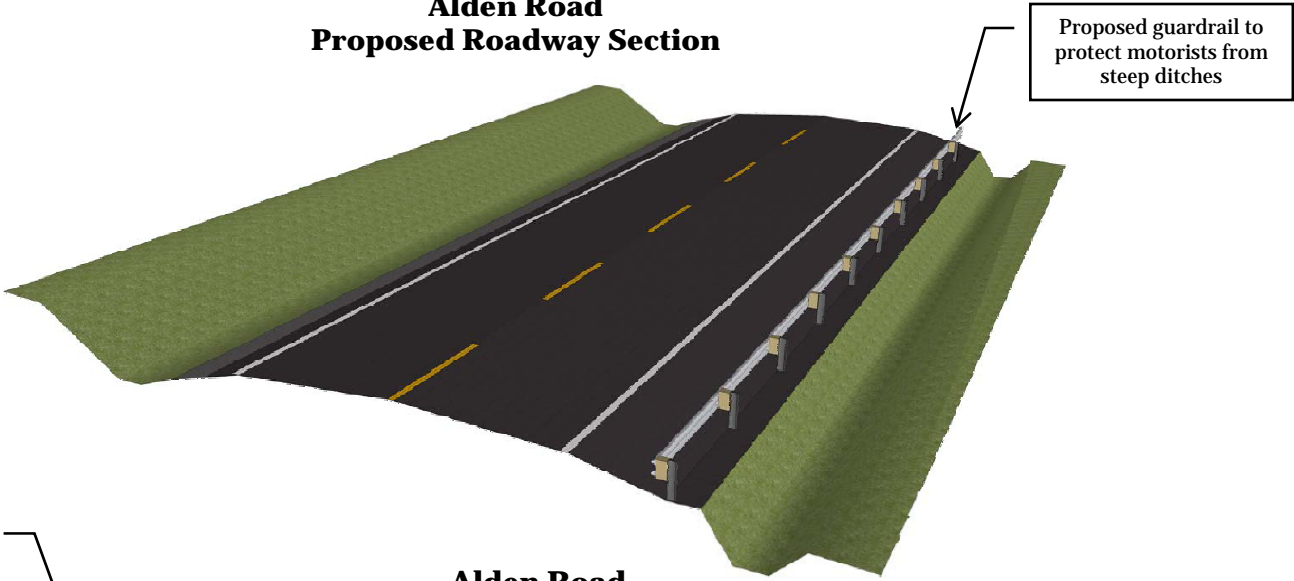
In some areas, the use of 1 ft deep swales with an underdrain system instead of full ditches can noticeably reduce the amount of right-of-way needed. When shallow swales are used instead of ditches, some water may encroach on the shoulder during large rainfall events. In some cases, this encroachment may reach as far as 6 ft onto the shoulder. An example of this can be seen on the facing page.

Where the storage capacity of a full ditch is needed, the use of steeper ditch slopes can help reduce the amount of impact. If the slope of the ditch is steeper than 3:1 (3 feet horizontal for every 1 foot vertical) guardrail will be required to maintain the safety of the road and additional future maintenance measures may be necessary. On the top of the next page is a typical section showing how these methods can reduce the right-of-way compared to the previous plan. The second figure shows how the road may look once constructed. The third figure shows an example of what could happen given a large rainfall event resulting in water encroaching on to the shoulder.

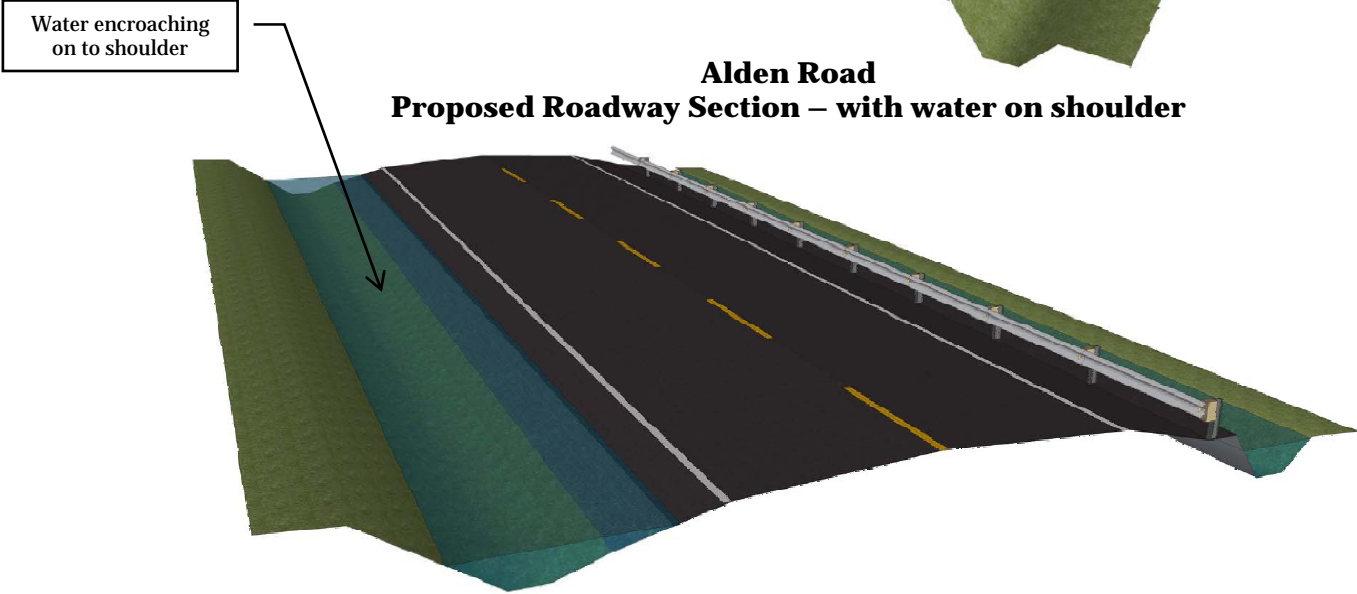
Alden Road Proposed Typical Section being used to address public comments



Alden Road Proposed Roadway Section



Alden Road Proposed Roadway Section – with water on shoulder



Alden Road Almanac

What's Next...

A stakeholders' meeting was held on May 25, 2011. The meeting notes from this meeting are posted on the Alden Road project website at www.AldenRoad.info.

At this meeting, the revised plan concept was presented to the stakeholders to receive their thoughts and input. At the conclusion of this meeting, the stakeholders were interested in the design and how much it could reduce the amount of right-of-way required.

At the June 1st Transportation Committee, staff gave an update on the project and a summary of the items discussed and feedback received at the stakeholders meeting. The Committee felt that additional consideration should be given to evaluate how the right-of-way needs could be reduced further within the context of the requirements the project needs to meet, which will also be further discussed. The MCDOT will bring back an updated design for discussion at a future Transportation Committee meeting, with a final Public Hearing anticipated to occur sometime in the fall of 2011.

